PATENT SPECIFICATION

283,818

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COMPLETE SPECIFICATION.

Improvements in Ships for Exhibiting Goods.

I, FELIX HULDT, of Fichtenau, near Berlin, Germany, of German nationality, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

The shows and exhibitions, as they are organised at present in several cities of numerous countries for instance in Leipzig, Paris, London, New York, do not fulfil all the requirements so that every year the number of visitors from foreign countries diminishes. The reason herefore is, that the long journeys are expensive and that the managers of factories and other enterprises cannot leave their posts for such a long time. Owing to the expenses, purchases on exhibitions and shows are scarcely ever profitable. Business-men from over-sea can scarcely afford to visit shows and exhibitions in Europe, and they send their representatives unless they establish branches in the countries in question. All this is connected with enormous expenses which are difficult to recover. It further might happen, that even the most experienced business-man makes great expenses for working one country without obtaining satisfactory results, while another country which has not been worked might have returned a considerable profit. These inconveniences are avoided effectively by the present invention. According to the invention a large vessel contains, in several decks, exhibition articles running on rails and propelled by an electro-motor, said articles being connected with one another and adapted to rotate around their axis, either constantly when being propelled or at predetermined times. The rails may be laid in serpentine shape and they may be endless so that the stands can return in the same direction of travel to their initial position. When in the several decks an endless railway is laid, the several stands might form an endless chain.

Between every two tracks so much space is left that the visitors can easily pass between the tracks or even sit down.

[*Price* 1/-]

The stands in the several decks might be stationary and arranged either parallel or transverse to the longitudinal axis of the ship.

Moving carpets or floors might be arranged between two rows of stands, on which the visitors are moved along the stands.

The stands in the several decks are divided into certain departments, the stands in the lowermost deck displaying for instance only articles from spinning-mills, weaving-mills, the wool-industry or the like, those in the next higher deck displaying for instance instruments, clocks or optical instruments and the like. As the stands have a width of about 1 to 2 meters only, heavy machines and the like cannot be exhibited in the show-ship, unless small-size models capable to work, are supplied.

A ship fitted in this manner travels permanently from one seaport to the other in all countries, and the arrival in the port and the duration of the sojourn in the same is advertised in due time.

Manufacturers and business-men in the corresponding country can thus inspect the articles produced in a far away country and give their orders, so that long journeys are no longer necessary.

Several persons are on attendance to give informations about prices, quality and other questions and to receive orders. The exhibitor himself need not be present, whereby he saves considerable expenses, but he has the advantage that his goods or products are exhibited in every port of the world.

Each exhibitor has to pay a certain fee for the stand or stands.

Above the engine and boiler-rooms in the ship a special deck for the crew is provided and above this deck, for instance, three decks for the exhibition with all the necessary accommodation and rooms, the ship's officers being accommodated in the decks where the exhibition is. The main condition is, that the show-rooms are above the water-line as they cannot be subdivided by transverse and longitudinal bulkheads.

An embodiment of the invention is

illustrated in the accompanying drawing, in which

Fig. 1 shows in top-plan view an exhibition deck with moving stands.

Fig. 2 is a section on line 2—2 of Fig. 1 showing only one exhibition-deck.

Fig. 3 shows in end-view a carriage for a transportable and rotatable stand.

Fig. 4 is a top-plan-view of Fig. 3.

Fig. 5 shows in top-plan-view an exhibition deck with stationary stands.

Referring to Figs. 1 and 2 tracks 1 are laid in the exhibition-decks in serpentine-shape. The ends 2 and 3 of the tracks 1 might be connected the one with the other by a rail 4 so that an endless track is formed. The exhibition-stands 5 are movably mounted on these tracks and connected the one with the other by couplings 6. The stands 5 may be of rectangular shape or of circular shape, as the stands 7. The intervals between the tracks are wide enough that the visitors can pass along or sit down. Vertical partitions 8 might be arranged between two tracks to separate the tracks the one from the other, to avoid that one showman or attendant interferes with the other. These longitudinal partitions are practical as the visitor can see only the articles moving along one track.

When the track is endless, the train on the same can also be endless so that it can move over each track in the same direction many times during the day. When the track is not endless only a short train can move to and fro on each track.

Transverse partitions 12 and 13 separate the show-room from the stern and bow and the separate spaces can be used for office-rooms. These spaces can be subdivided again by longitudinal partitions 14, 15, doors 16 and 17 being provided in all partitions. Stairs 18 lead to the show-rooms.

Each exhibition-stand 5 and 7 is mounted on a four-wheeled carriage frame 19 so that it can rotate, for which purpose a pivot axle 20 and ball-bearings 21 are provided. On the lower surface of the bottom-plate 22 of the stand a toothed crown 23 is fixed with which meshes a spur wheel 25, loosely mounted on one of the wheel-axles 24. A clutch element 26, rigid with the inner side of the spur-wheel, is designed to receive a clutch-element 27, shiftable on the axle 24. The clutch-elements 26 and 27 can be engaged and disengaged from the outer side by any convenient means. On the lower surface of the carriage-frame 19 an electro-motor 28 is fixed which acts upon the wheel-axle by a transmission gear to drive said axle at slow speed. The current may be supplied in any convenient manner, for instance by means of a current collector, from an electric-main in the deck or above the stands.

All the motors are started and stopped at the same time so that overloading of some of the motors at the starting is excluded. When at the starting of the train the clutches 26, 27 are engaged, the spur-wheel 25 is rotated which, meshing with the toothed crown 23, rotates the stand. When certain stands are to be rotated intermittently, brackets 29 and 30 are arranged between the rails of the track 1 displaced the one with regard to the other, the coupling element 27 having a downwardly projecting lever 31 extending into the range of the bracket. When this lever 31 strikes from the side against the bracket 30 the coupling is engaged so that the stand begins to rotate. The bracket 29 serves to push the lever 31 to the side to disengage the clutch.

Fig. 1 shows the two brackets 29 and 30, arranged so that the stands rotate only when they are running along the inner U-shaped portion of the track.

For endless tracks the clutch may be omitted and the spur-wheel 25 fixed on the wheel axle 24 so that at the starting of the engine all the stands begin to rotate at the same time.

The stands might also be arranged without rotating mechanism.

According to Fig. 5 the stands 32 in the several decks are stationary and arranged in the longitudinal direction of the ship, each row comprising double stands separated by a partition 33. Rolling carpets or floors may be arranged between the stands and between the ship's walls and the stands for conveying the visitors along the stands. In the stern and bow office- and other rooms 34 and 35 are arranged. The central-row of stands may be interrupted at the middle as desired to provide a surface 36 for other purposes.

The ship is 280 meters long and about 28 meters wide.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. An exhibition ship having several show decks accommodating show stands.

2. An exhibition ship according to Claim 1, wherein the stands are arranged in double rows substantially as described with reference to Figure 5 of the accompanying drawings.

3. An exhibition ship according to Claim 1 wherein the show stands are

adapted to travel up and down a number of tracks.

4. An exhibition ship according to Claim 1 wherein the show stands are adapted to travel continuously or intermittently in one direction on an endless track.

5. An exhibition ship according to any of the preceding claims wherein the individual stands are adapted to rotate about a vertical axis.

6. An exhibition ship according to any of the preceding claims wherein longitudinal partitions are arranged on the decks between the rows of show stands.

7. An exhibition ship according to Claim 1 or 2 wherein the visitors are conveyed past stationary show stands by rolling floors.

8. An exhibition ship having show decks accommodating show stands, substantially as described with reference to the accompanying drawings.

Dated this 19th day of September, 1927.

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Fig. 1.

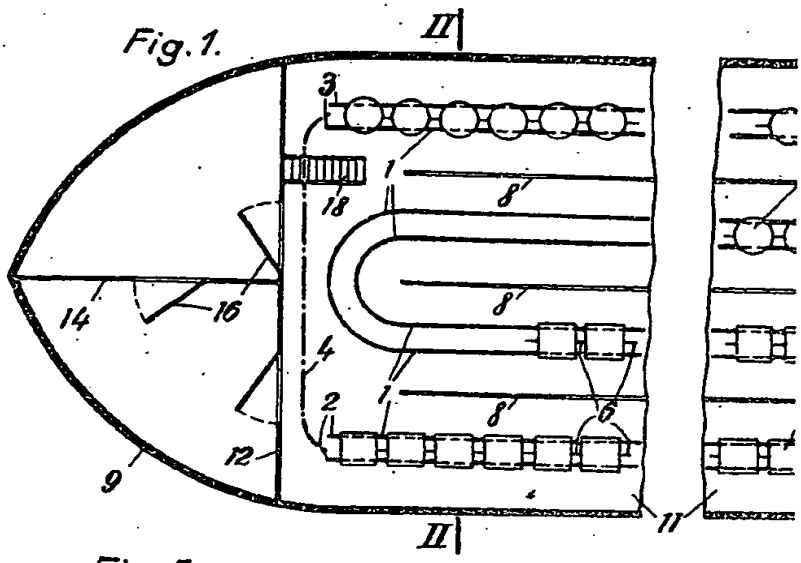
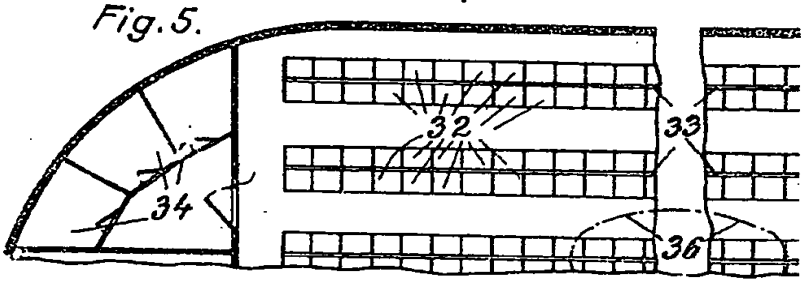


Fig. 5.



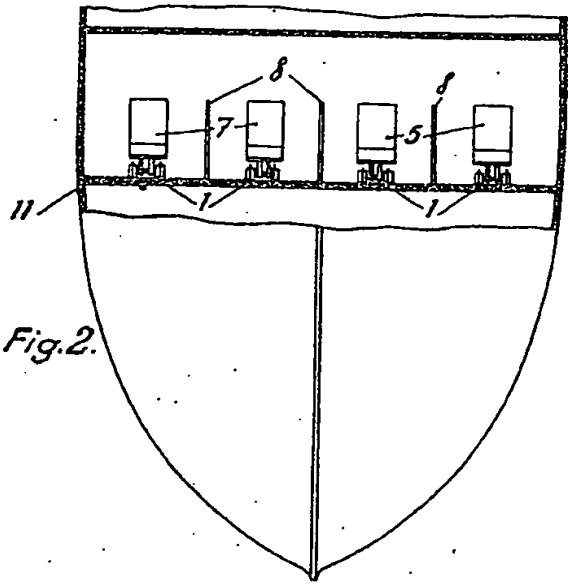
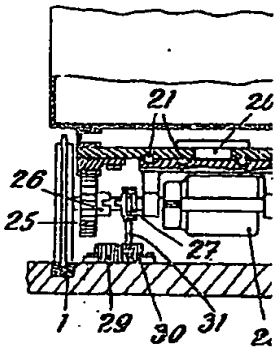
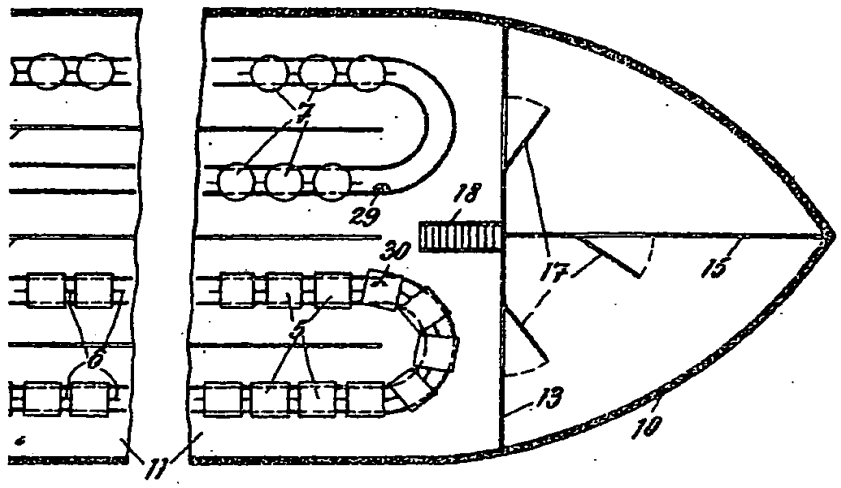


Fig. 2.

Fig. 3.





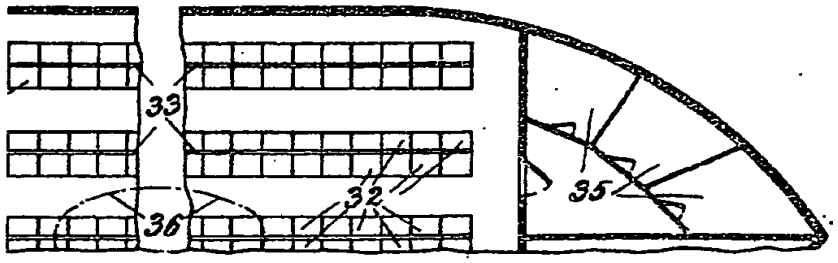


Fig. 3.

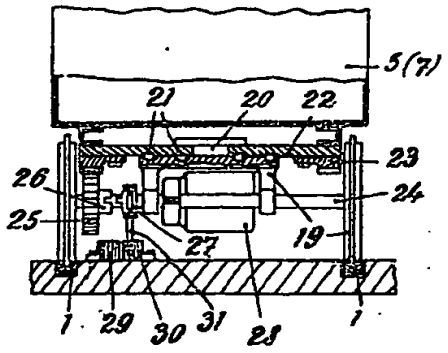
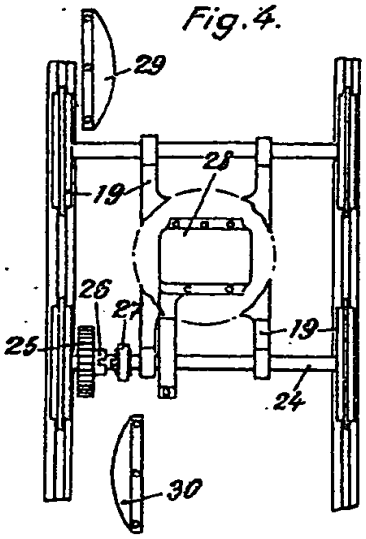


Fig. 4.



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